

Intimations.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STREAMERS	TO SALE
MANILA, YAP, NEWGUINEA,	"PRINZ WALDEMAR".....	SATURDAY, 13th Aug., 5 P.M.
SAMARAI, BRISBANE, SYDNEY	Capt. F. Iske (T. 1,000)	
NEY and MELBOURNE		
YOKOHAMA and KOBE	"PRINZ SIGISMUND".....	ABOUT TUESDAY, 23rd August.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ LUDWIG".....	WEDNESDAY, 24th Aug., Noon.
SHANGHAI, NAGASAKI, KOBE	"BULOW".....(T. 16,000)	ABOUT WEDNESDAY, 24th August.
KUDAT and SANDAKAN	"BORNHO".....(T. 5,050)	End of August.

* Fitted with Wireless Telegraphy New System of Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 11th August, 1910.

Intimations.

KWONG FUNG YUEN,
HEAD OFFICE—No. 83, Des Voeux Road West,
TIMBER YARDS—Kennedy Town.TIMBER MERCHANTS,
SAW MILL OWNERS,
AND
GENERAL CONTRACTORS
TO
H.B.M. Naval and Military
Authorities.HAVE always on hand large stock of
American Fir, Douglas Fir, Oregon
Pine, Teak, Yacal, Hardwoods, Oregon Pine,
Chinese Spar, Chinese Pine of all descriptions,
Inspection invited to the Yards.

Best Terms.

Quick delivery.

LEUNG TAI,

Managing Director.

Hongkong, 10th January, 1910.

OSMAN &
CASUM,
1 & 8, D'AGUILAR STREET.JUST UNPACKED
Ladies' Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS
& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a specialty.

TABLE LINENS, SERVIETTES and
HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully
executed

Hongkong, 6th September, 1910.

HUNG ON & CO.,
SHOW ROOM AND STORE
at the Premises formerly occupied by
A CHEE & CO.,
17A, QUEEN'S ROAD CENTRAL.GENERAL UPHOLSTERERS AND
FURNITURE
IMPORTERS AND DEALERS.CROCKERY, Cutlery, Electro and Silver
Plated, Glass and Iron Wares of all
descriptions, always on hand, for sale or on
hire at moderate rates.

Hongkong, 1st June, 1910.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Docking Length.....515 ft.

Width of Entrance... 80 "

Water on Blocks..... 28 "

No. 2 DOCK.

ON COURSE OF CONSTRUCTION.

Docking Length.....376 ft.

Width of Entrance... 50 "

Water on Blocks..... 26 "

Water on Blocks..... 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Owners is respectfully called to the advantages offered for Docking
and repairing Vessels and Machinery of every description.The plant and tools are of recent pattern for dealing quickly and cheaply with work
and a large stock of material is always on hand, (plates, angles and tall shafts all being
tested by Lloyd's surveyors).Two powerful Twin Screw Tugboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 40 tons.Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.Tenders will be made up when required and the workmanship and material will be
guaranteed.The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.A large mooring basin is available alongside our own works for mooring vessels whilst
under repair.

Telephone: Nos 378, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Lieber, Scotts, A. 1, and Watkins.

Yokohama, April 28th, 1909.

[32]

To Let.

TO LET.

POSSESSION ON 1ST NOVEMBER

A FIVE-ROOMED HOUSE at MOUNT
GOUGH, the Peak, known as "BICKON".
For particulars, apply to

DEVYNES & BOWLEY,

Solicitors.

Hongkong, 8th August, 1910.

[531]

TO LET.

21, CONDUIT RD, CLIFTON GARDENS.

No. 1, RIPPON TERRACE,
GODOWNS, 151 to 155, PRAYA EAST.
OFFICES, No. 2, CONNAUGHT ROAD,
3rd Floor.A HOUSE in WONG-KEI-CHONG ROAD
OFFICES in YORK BUILDING
No. 19, DES VŒUX ROAD CENTRAL,
3rd Floor.SEMI-EUROPEAN FLATS, Praya East
corner of Observation Place. The
Tram stops at the door.Also NEW EUROPEAN FLATS—ad-
joining the new Seaman's Institute,
Praya East.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO. LTD.

Hongkong, 27th July, 1910.

[532]

TO LET.

21, CONDUIT RD, CLIFTON GARDENS.

No. 1, RIPPON TERRACE,
GODOWNS, 151 to 155, PRAYA EAST.
OFFICES, No. 2, CONNAUGHT ROAD,
3rd Floor.A HOUSE in WONG-KEI-CHONG ROAD
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No. 19, DES VŒUX ROAD CENTRAL,
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Praya East.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO. LTD.

Hongkong, 27th July, 1910.

[532]

TO LET.

A HOUSE in KNUTFORD TERRACE.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO. LTD.

Hongkong, 17th July, 1910.

[534]

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL,
Victoria Building, Rooms suitable for
Offices.

ONE GODOWN in MASON'S LANE.

Apply to—

DAVID SASOON & CO. LTD.

Hongkong, 4th April, 1910.

[63]

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL,
Victoria Building, Rooms suitable for
Offices.

ONE GODOWN in MASON'S LANE.

Apply to—

DAVID SASOON & CO. LTD.

Hongkong, 4th April, 1910.

[63]

TO LET.

1ST SEPTEMBER—BOWEN ROAD.

WESTERN BLOCK of DWELLING
HOUSES at present occupied as
Artillery Officer's Quarters.

Suitable for Boarding House.

Apply—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO. LTD.

Hongkong, 1st July, 1910.

[66]

TO LET.

61, DES VŒUX ROAD.

SEWING MACHINES.

A Speciality. Satisfaction Guaranteed.

MOTOR-CARS, BICYCLES and

TYPEWRITERS.

FOR HIRE.

Repair to any Make of

TYPEWRITERS.

AND

GRAMAPHONES.

AND

DRAGON CYCLE

DEPOT

61, DES VŒUX ROAD.

Bentistry.

Dr. M. H. CHAUN,

DENTAL SURGEON,

33, QUEEN'S ROAD CENTRAL, 1ST FLOOR,

ROOMS 2 and 3.

From the University of Pennsylvania, U.S.A.

Telephone 126.

Hongkong, 27th January, 1910.

[63]

TO LET.

GODOWN in SAU, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO. LTD.

Hongkong, 27th January, 1910.

[63]

TO LET.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

Telephone 126.

Hongkong, 27th January, 1910.

[63]

TO LET.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask

per Factory.

In Bags of 250 lbs. net \$3.45 per Bag

per Factory.

SHENWAN TOWNS & CO.,
General Managers.

Hongkong, 27th January, 1910.

[63]

TO LET.

CHEONG HING

HAS ALWAYS ON HAND

A LARGE ASSORTMENT OF

CURIOS, PORCELAIN, JADESTONE

AND

SILK EMBROIDERIES.

Inspection Solicited.

[63]

TO LET.

No. 77, Queen's Road Central,

Hongkong, 27th July, 1910.

[63]

THE CIVIL LIST.

A LUXURIOUS AGE.

I think most observant of politics whose experience extends over one generation must have been struck by the growing caution—not to say timidity—of its leading exponents, especially of the Radical section. What sheep we have really become in many questions where we used to be as ravening wolves! Social "theory" has no doubt advanced and broadened; modern advanced politicians cherish a wider and more distinctly revolutionary idealism than they did thirty years ago. But when we come to the actual combat, to the forces and personalities of the hour, we discover a many-mouthedness, a tim

Intimation.

Powell's

ARE SHOWING
UPHOLSTERED
FURNITURE

IN

GREAT VARIETY.

LARGE, DEEP
AND
COMFORTABLE
LOUNGE
CHAIRS
SETTEES.

Chesterfields.

DINING
CHAIRS
OFFICE
CHAIRS.

FANCY
CHAIRS.

SHOW ROOMS
FIRST FLOOR

Alexandra

Buildings.

Hongkong, 8th August, 1910.

ADVISUS

THE HEART BREAK OF TRAVEL

The smell of the sea, so raw and stringent in a landman's nostrils, brings thoughts with it and a strange spasm of memory. To me it brings a perception of what people mean when they toss in the air that dusty, adjective, "cynical." A cynic is a man who, finding himself really living incurably sad from the lip out, sets himself to be incurably gay from the lips out. It is a triumph of will over temperament, a way of courage and by times even a way of nobleness.

So it appears to me at least with the wash of the river about the brattling g. boats. But why should cables and gangways, cones and the throb of steam, waved white handkerchiefs and all that apparatus of adieu set anyone framing definitions of "cynicism"? It is because a dead Frenchman, who had not wit enough even to keep himself from being forgotten, a cynic as they say, one Béziers murmur to himself in one of his comedies I murmur to myself every time I leave Ireland: "Do not cry out against la patrie. Your native land after all will give you the two most exquisite pleasures of your life, that of leaving her and that of coming back!" He left many other sharp sentences along his way, but I only remember of Céleste after she had transferred her feelings. "And to think that six months ago I loved Alphonse! Mon Dieu! how he has changed!"

NEXT, PLEASE!

There are no taxis in my native city of Dublin. But the depressed jaivey who drove me to the North Wall knows that they are coming. He starts already in his dreams at the boot of their horses. You cannot stand against science, he says; look at Corbett, and Toomey Burns, and Johnson. A man can't get bread at it nowadays, although, of course, "when a body meets a feso-ak-ken, free-handed gentleman like yourself, sir; none o' these mane devils should be restrictric' on to your legal fare-mind you. . . ." The electric trams were bad enough, but this other would be the end. The Merrion-ig, doctors were good: friends of the poor man, would think nothing of taking your car for two or three hours and leaving a sovereign in your palm, but first one got a motor and now they all have motors. What is to say?

A member of Parliament ought to be a minister of consolation, at all events in matters of livelihood. All that occurs to me to tell my driver is that he is an element in an interesting transition in the organisation of transport. The domestication of horses created him and his tribe, the domestication of petrol is in course of blotting them out. Mr. Gladsworthy will write a play on the subject and make us quiver unhelpfully, and there is always the workhouse coffin to look to, and an absolutely gratuitous burial. Meanwhile, he had better be rehearsing his adiuvus. But it seems hardly worth dropping that bit into his wounds. There will, one fears, be more hunger than dignity in his leave-taking. Semi-starvation, mitigated by good jokes and bad whisky, will take him, and, no gently; by the hand, and show him the way out. And by way of movement he shall have, perhaps, the one-in-a-million part of a paragraph in some economic history that will be written by some sociologist of Teutonic exactitude.

GEORGRAPHICAL SUICIDE. An old woman once questioned by a journalist, declared that the only bother-some thing about walking was that the miles began at the wrong end. Kant, who could talk to Time and space like an equal is dead, and so nobody will ever know what the old lady meant. I record the observation here merely because it sounds so horribly intelligent.

But there is constant heart-break in travel which comes from this that every departure is a sort of geographical suicide. To live anywhere even for an hour or a day is to become inwoven into a manifold tissue, material and spiritual. You cannot pluck yourself suddenly out without carrying "fringe" of destruction; and it is your own personality that dies in every snapp'd fibre. Philosophers have thought of the soul as a "spiritus"—a rapid gust of breath blown along the world, and quickly dissipates. Rather is it a white drift of fog that leaves a vestige of itself clinging to every object that it passes. All conscious life is a sustained good-bye. I cannot reach any thought except by leaving another. Even so common and kindly an experience as dinner is not exempt from this spiritual succession: you defer your bite with the unspoken adieu, of the soup, and the fish and the fowl, and the roast over whose graves you have marched to fulfillment. Life is a cheap table d'hôte in a rather dirty-restaurant, with Time changing the plates before you have had enough of anything.

We were bewildered at school to be told that walking was a perpetual falling. But life is in a far more significant way a perpetual dying. Death is not an eccentricity, but a settled habit of the universe. The drums of to-day call to us as they call to young Fortinbras in the fifth act of "Hamlet," over corpses piled up in such abundance as to be almost ridiculous. We praise the pioneer, but let us not praise him on wrong ground. His strength lies not in his leading out to new things—that may be mere curiosity—but in his power to abandon old things. All his courage is a courage of adiuvus.

THE IDEALISM OF DISTANCE.

The romance of travel appealed to many in old days, and now, after menace of extinction, it has been conclusively restored by the Tariff Reform deputations. Others were light enough to think that no one can travel without striking one day upon the path of wisdom. But this cannot be altogether granted. We Leinstermen used to hit off the idealism of distance in a provisib. All the cows in Connacht have long horns. Clarence Mangan was of the same mind:

Moor, Egyptian, Persian, Turk, and Roman
Trud' one common downfall path of doom.
Everywhere the word is man, and woman
Everywhere the old and staid find room.

But the soul cuts deeper when he shows that the true value of going away is that it enables one to come back. I once knew a man who was commissioned by a railway company to write a booklet on the attractions of certain towns, among others Xian. He produced this page: "Attractions of Xian. Print here in large type all the trials by which it is possible to leave Xian." He was a native of it, and in such a flight must one's native place sometimes appear? You burst to break the monotony with a great shout, to shake the dust of its streets off your feet, to strain to your the throbbing bosom of life, to mix brooks and stars and art and love and youth into one crushing orchestra of experience. And then when you have taken this wide way you find yourself bursting to come back to that native place of yours where, as you now remember, the water was better than dead Frenchman, who had not wit enough even to keep himself from being forgotten, a cynic as they say, one Béziers murmur to himself in one of his comedies I murmur to myself every time I leave Ireland: "Do not cry out against la patrie. Your native land after all will give you the two most exquisite pleasures of your life, that of leaving her and that of coming back!" He left many other sharp sentences along his way, but I only remember of Céleste after she had transferred her feelings. "And to think that six months ago I loved Alphonse! Mon Dieu! how he has changed!"

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THE EXTRA GYMKHANA MEETING

postponed from SATURDAY, the 6th instant, will be held on SATURDAY, the 13th instant, commencing at 3.30 P.M.

REGINALD F. O. MASTER,
Hon. Sec. and Treasurer.
Hongkong, 8th August, 1910.

STRAYED.

FROM "Mountain Lodge," The Peak, a BLACK CHOW PUPPY, without collar; age 5 months, the property of LADY MAY.

Finder will be rewarded.
Hongkong, 11th August, 1910.

WANTED.

A N ENGLISHMAN seeks employment in the Malay States, in Borneo, or elsewhere as ASSISTANT MANAGER in Tin Ore Mining, or Coffee and Tobacco Planting; has a thorough knowledge of Malaya, Indians and Chinese.

Apply to—
I. P.
C/o Hongkong Telegraph.
Hongkong, 15th August, 1910.

COLLEGIO DE SANTA ROSA DE LIMA, A HIGH CLASS BOARDING AND DAY SCHOOL FOR YOUNG LADIES, MACAU, Under the Patronage of His Lordship the Bishop of Macau.

THE CLASSES of the above Establishment will RE-OPEN on the Ninth of September next. The teaching of the foreign languages forms the principal feature of the College; all the teachers being Europeans, Portuguese, English, French, and German are taught by skilled certified teachers. There are four Portuguese lady teachers from Portugal, two English, two French; and one German, all possessing diplomas of Certified Trained Teachers.

Besides Languages, the girls are taught in their own Languages Geography, History, Arithmetic, Religion, Morality, and Civility. Music, Vocal and Instrumental, Painting, Oil and Water colour; Needwork and Embroidery are taught by the same efficient staff of Ladies.

The College is situated at the East end of Praia Grande, overlooking the sea. The Class-Rooms and Dormitory are very roomy and airy. Excellent table. The Sanitary arrangements are perfect.

The health and deportment of the children are the object of special care. A monthly report of the progress and behaviour of the girls is sent to the parents.

For terms, and further particulars, apply to

THE LADY SUPERIORESS.

Hongkong, 11th August, 1910.

Meats, A. S. Watson & Co., Ltd, write as follows—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd) A. S. WATSON & CO.,

25th May, 1910.

ORDERS punctually attended to, and

CHARGES most moderate.

AN INSPECTION INVITED.

"Apply to Mr. Watson, 10th Street, Hongkong."

LI KWONG LOONG & CO.

MANUFACTURERS AND ART DECORATORS

from Shanghai, has re-opened their

FURNITURE STORE

at

No. 39, DES VŒUX ROAD CENTRAL.

The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE

of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other

leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

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Entimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S



VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure Malt
Whiskies distilled in Scotland

or

GENUINE AGE

AND

FINE MELLOW
FLAVOUR.

Robert Porter & Co.'s

BULL DOG
BRANDGUINNESS' STOUT
in PINTS and SPLITS.A. S. WATSON & CO.,
LIMITED.ALEXANDRA BUILDINGS:
Hongkong, 7th July, 1910.

rights by Sir James Brooke in 1843. Under his rule the conditions of life in that part of Borneo were vastly improved, and to-day there is no better administered a tract in all the dominions that owe allegiance to the British flag. The present Rajah, H. H. Sir Charles Johnson Brooke, G.C.M.G., is a nephew of the first Rajah. Sarawak was made a British Protectorate in 1881. Then there is the case of Robert Louis Stevenson, the uncrowned King of the Hawaiian Islands, who now lies sepulchred on a summit of the Samoan mountains that he loved so well. While in life R. L. Stevenson had more say in the administration of the island government than was possessed by the Head Chief himself. And as every one knows, R. L. S., as he liked to style himself, was a man of shy and modest temperament whose last desire would have been the assumption of arbitrary dominion over a territory or a people. Yet so great was the estimation in which that gentle-natured of his was held by the native Chief that they could not even undertake the making of a new road without consulting him as to the advisability of the route proposed. Any one who visits Samoa at the present day cannot but be struck by the many improvements effected for the public good under the kindly eye of Robert Louis Stevenson. In the Cocos Islands, again, we meet with another instance of a British unaided setting up of government of his own in splendid isolation. True, the Cocos Islands are now incorporated in the Straits Settlements but before being put under British protection in the '80s they were ruled independently by the original King Clunies-Ross and his descendants for more than half a century. The late "Superintendent," as the title now goes, was studying engineering in Glasgow when he was recalled to assist his father, John George Clunies-Ross, in the administration of the islands. In 1901 the seclusion of the coral group was broken by the cable and the establishment on the islands of a staff to work it, but in their remoteness from civilization they still remain a little world apart. Money is unknown, and the parchment notes of George Clunies-Ross remain the sole medium of exchange. In spite of the absence of police and soldiery, perfect order prevails and crime is a rare thing. Sydney Clunies-Ross, great-grandson of the original King of the Cocos, now holds sway. Then there is the case of the Friendly Islands, whose present population are mostly descendants of the *Bounty* crew. The form of government existent in that secluded group is said to be arcadian in its simplicity and beneficence, and there, again, there is a recognised King, whose name, however, we know not. On Singapore island there lives a remarkable personage who claims kingship, or something akin to it, over a certain portion of the foreshore on the Tanjong Katong side. This recluse is known as Prince Tzar and claims to be of the Russian blood royal. Perhaps some may remember that his consort, who was then known as Countess Tzar, made a melodramatic appearance in the Parisian courts of justice three or four years ago in connection with a big jewellery transaction. The Prince has repeatedly been summoned by the Chinese proprietor for illegal possession of his tiny kingdom, but he positively refuses to budge and defends his own case in court whenever necessary. In the recent Colowan affair we saw how Generalissimo Leung of the pirate band had set up a lawless kingdom of his own on that rocky island, where he defied law and authority and whence he made periodic descents upon the surrounding territory and passing shipping. Leung, of course, hardly comes within purview of this article, which was intended to deal only with the Europeans who had set up kingdoms of one kind or another in the East. But it forms a sort of corollary to the occupation of Green Island by Chinese pirates in the early days of our Colony. These desperadoes lived under the undisputed rule of an Englishman, whose name, however, has not been handed down to posterity. There he lived and ruled his subjects for some years, it is said, before the approach of a squad of British gunboats drove him from his dominion. It may be within the recollection of some readers that about ten years ago two Australian brothers took up arbitrary possession of a little-known valley in the neighbourhood of So-kon-poo in Hongkong. They had spent most of their lives in the Australian bush and could not abide to live in the town. So they assumed a tract of ground, built themselves a shack, delved a garden, and lived the simple life. So far as we know they were never disturbed in their non-righteous occupation of the land. Those two "Kings of So-kon-poo," as they were nick-named by the few who were aware of the existence of their primitive domicile, have now gone from their place of abode and in all probability have sought again the utter seclusion which to them was so desirable and which the bush alone affords.

We notice that our evening contemporary depicts an article entitled "In Rubber Land, the Planter's Life" and credits it to *The Asian*. The said article was specially written for, and appeared originally in, the columns of the *Hongkong Telegraph*.

LOCAL AND GENERAL.

THE China Sugar Refining Co., Ltd., are paying an interim dividend of five dollars per share.

THE receipts of rubber at Para for first half of July were 1,750 tons, including 1,000 tons held up at Mapas.

THE Canadian Government has introduced a Combine Investigation Act, similar to the Australian Anti-Trust Act.

A KENTUCKY Baptist minister, who was under suspension, attempted to re-enter his pulpit, and in a struggle with his substitute, had his throat cut and died.

IN the course of an action in the Summary Court this morning, it was mentioned that the rate of interest charged by a certain money-lender was 60 per cent.

IN the Summary Court this morning, P. Pickford sued Messrs. Palmer and Turner, architects, to recover the sum of \$1,50. The case was adjourned for a week.

THE Chinese Community of Singapore are starting a weekly paper which will be known as the *Weekly Sun*. The journal will be published in English, and will deal with local and general news.

THE auction sale of Sections E. F. and G. of Marine Line No. 116, together with the messuages thereon respectively, and being respectively Nos. 5, 3 and 1, Stone Nu'lah Lane, has been withdrawn.

REUTER wires from Lisbon that Captain Beltram and Lieutenant Solano Almeida fought a duel with pistols at the result of a private quarrel. At the third shot Lieutenant Almeida was wounded in the hand and fainted.

THE Indo-China government has decided upon establishing wireless telegraph stations between Saigon and Hanoi in Tonkin—a distance of about 940 miles. The postal department, with the help of specialists, will take the work in hand.

LIU Lai Kong and Tu Kwei, accountant and tailor, respectively, of 128, Shanghai Street, Yau-ma-ki, were charged before Mr. J. R. Wood at the Magistracy this morning with setting fire to the Cheong Wo shop at Yau-ma-ki with intent to defraud Messrs. Meyerick and Company, the local agents of the Liverpool, London and Globe Insurance Company of the sum of \$5,500 on the 8th inst. The case was remanded. Inspector Macdonald prosecuted.

BOILER ADRI.

PASSED BY S.S. "GLENOOGL."

The s.s. *Glenoogl*, which arrived from Singapore to-day, experienced strong monsoon with fine, clear weather. The vessel passed a Coriolis boiler, apparently intact, at 8.30 a.m. on the 10th inst., in Lat. 5° 24' N. and Long. 105° 51' E.

WOOL AND SHEEP IN JAPAN.

THE AUSTRALIAN TRADE.

The Minister for Agriculture desires to draw attention to a report which has been received from Mr. J. B. Sutton, Commercial Commissioner for New South Wales in the East, regarding the prospects of this State's trade with Japan in sheep and wool.

The report was asked for in connection with an article that appeared in the columns of a weekly newspaper published in Sydney regarding this question, and which seemed to indicate that America was well to the front in this matter. The statement in the article referred to regarding the amount of wool and woolen goods annually imported into Japan are admitted, but the report shows that, with the exception of small importations not exceeding £1,000 in value, the whole of the wool imported comes from Australia, England, and Europe, while the manufactured materials—the bulk of the importations come from England, France, and Germany, and are for the most part manufactured from Australian wool.

As an illustration of these facts, it is pointed out that during the first quarter of this year the total importations of wool to Japan equalled £335,043 £s. Australia's share amounting to £219,236, and this latter amount is £1,587 £s more than the value of the total imports for the year 1909.

It is therefore apparent that Australia's wool trade with Japan is on a very firm basis, and as the Commercial Commissioner says: "No stone will be left unturned in keeping the resources of this country prominently before the year 1909."

In dealing with the sheep themselves, Mr. Sutton points out that the proposal to establish sheep farms in Japan, also referred to in the article, would probably meet with disaster, as the absence of natural grasses, so plentiful in Australia, would be a great obstacle in the way of success.

Some three years ago the Japanese Government gave the matter their consideration, but so far nothing has resulted but a Japanese student who visited Australia for the purpose of obtaining information on this question, is now lecturing in Japan on the virtues of Australian wool as compared with that of other countries.

It is at the same time indicated that there is not much likelihood of sheep being imported into Japan for killing purposes, and that unless the Government of that country can be induced to lower the duties on frozen products the trade in that direction must also remain dormant.

No doubt can, therefore, exist as to Australia's position regarding this matter, and if further evidence is required reference is made to Mr. Sutton's annual report for the past six years (Bulletins Nos. 2, 10, 29, 28, 36, and one just forwarded) will furnish further details. These bulletins may be obtained from the Director of the Immigration and Tourist Bureau, Martin Place, Sydney.

Canton River "Pool."

EXTENSION OF AGREEMENT.
NEW FREIGHT "POOL" LIKELY TO BE
INSTITUTED.

Our readers will remember that early in June we published exclusive information concerning the formation of a "pool" by the owners of British, foreign and Chinese steamers trading on the Canton River. At that time we stated that the agreement then signed by the interested owners was merely a tentative compact susceptible of renewal at the termination of what may be termed a trial run, if it were found that the workings under the provisional arrangements were satisfactory to all concerned. That agreement was made to cover a period of three months. The term upon which the agreement covered is now about to lapse and we learn that all the parties interested in the matter express the

UTMOST SATISFACTION.

with the results attained. From interviews that a representative has had with various Chinese gentlemen interested in the river steamers trading to Canton, it is to be gathered that the provisional agreement is on the point of being ratified and that it will be extended to cover a period of one year from September next.

The ratification involves certain slight modifications, whilst retaining essentially the main provisions and stipulations of the original deed. From reliable sources, we learn that the alteration to be made refer principally to the distribution of the profit earnings on Chinese passenger fares—though on this point our representative has not been able to obtain absolute verification. The three months' experimental working

has resulted in a more equitable distribution of the fare profits, which should serve to ensure fairer conditions all round, so that the smallest steamer concerned in the working of the "pool" will enjoy the same advantages, proportionately to the passenger fares earned, as do the larger and better equipped British and foreign vessels.

We understand that the steamers that are affected under the new combine are the *Kin-shaw* and *Fa-shan*, of which the Canton and Macao Steamboat Company and Messrs. Buttersfield and Swire are the joint owners; the French boats *Paul Itraw* and *Charles Hardouin*, of the Messageries Cantoniennes, enjoying a subsidy from the French Government; *Kwong Tung* and *Kwong Sa*, of which that popular Chinese gentleman, Mr. Chau Siu-ki, is the general manager; the *Ho! Tung* and *Ho! Ming*; and the *Sai Lai Heng*—six boats in all, being inclusive of every steamer presently trading on the Hongkong-Canton route, with the exception of the *Hung-ham* and *Honam*. We have heard a renewal of

THE RUMOUR.

that a Chinese-cum-Japanese combination is likely to enter into competition on the Canton trade route for both passengers and freight, but we have what we consider reliable information to the effect that such a rumour is without substance. Indeed, we have sufficient knowledge of the business acumen of our Japanese friends to doubt that such competition will ever be instituted.

The capital represented by the signatory parties to the new combine is so great as to render futile any attempt at encroachment on this special trade. The combine is strong enough to withstand almost any opposition. Another factor tending to discourage new opposition against the combine is that, in effect, all export cargo from Canton—i.e., merchandise shipped from that large centre of trade for export to Europe and America is booked by the European-owned lines of steamers. On the British company, as a matter fact, the directorate is composed of merchants who control practically the entire export trade to Canton whether as regards the valuable and more payable silk cargo, the greater part of the mat trade, or the "chow-chow" cargo, as miscellaneous freight is designated.

SHIPPED AT CANTON

for export to the Continent or to the United States. On the other hand, we have it on indisputable authority that the import freight from Hongkong to Canton is similarly controlled by the river lines already existant. Many of the Chinese merchants here are part owners, and directors as well, of the Chinese shipping companies whose steamers ply to Canton. Apart from the present combine, which has already been stated in these columns, applies solely to passenger fares, it is understood the Chinese companies have under consideration a proposal to institute a freight "pool."

It should, perhaps, be explained that this proposed freight "pool" does not in any way concern the British and foreign companies but aims only at a protective working arrangement against the combine in that, in effect, all export cargo from Canton, i.e., merchandise shipped from that large centre of trade for export to Europe and America is booked by the European-owned lines of steamers. On the British company, as a matter fact, the directorate is composed of merchants who control practically the entire export trade to Canton whether as regards the valuable and more payable silk cargo, the greater part of the mat trade, or the "chow-chow" cargo, as miscellaneous freight is designated.

PROSPECTIVE COMPETITION.

likely to ensue upon the opening of the Kowloon-Canton Railway. This is a subject which a special contributor to our columns dealt with at considerable length some time ago, and some of his statements and assertions were later controverted by another contributor in the columns of the *Hongkong Telegraph*. To go back to the question of the British, foreign and Chinese combine, we have instituted inquiries with special reference to the optimistic opinion expressed by Mr. Robert Shaw, chairman of the Hongkong, Canton and Macao Steamboat Co., Ltd., at the half-yearly meeting of the Company on the 10th instant. On that occasion, Mr. Shaw remarked: "I may say the current half year has opened encouragingly and I trust when we meet again we shall be able to show an improvement on the result of the past six months' working."

It may be safely assumed that upon the new basis for distribution of profits, there are likely to be increased earnings upon passenger fares of between 20 and 25 per cent. net for each of the parties signatory to the "pool" agreement.

In the case of the companies owning steamers of larger tonnage such an increase is by no means to be despised. Whether or not our forecast is likely to prove correct cannot be ascertained until another six months have passed, when the balance-sheets of the steamship companies will have been published and their reports placed in the hands of shareholders.

ALLEGED RETENTION OF
GOODS.JURY CASE MENTIONED BEFORE THE
PUI-NUHE JUDGE.

Before Mr. Justice Hasselard, Acting Pui-NUHE Judge, in the Summary Court this morning, Lam Woo, contractor, sued the Robinson Piano Company, Limited, to recover the sum of \$600, as damages for an alleged detention of goods belonging to the plaintiff. Mr. Lee, defendant, appeared on behalf of Mr. P. Sydenham Dixos, of Mr. R. A. Harding's office, as representing the plaintiff and Mr. F. Paget Hett, of Messrs. Bruton and Hett, was the defendant.

Mr. Hett—Ask for pleadings.

Mr. Almada—Yes, my Lord, pleadings and an order for a jury.

Mr. Hett—I don't know anything about the application for a jury.

Mr. Almada—Those are my instructions. The claim is for damages for wrongful detention of certain articles.

Mr. Hett—This question of a jury has just been sprung on me.

His Lordship—The question can be settled after the pleadings have been filed.

Messrs. Almada and Hett (in chorus)—As your Lordship pleases.

IN AID OF THE POOR.

CHARITABLE APPROPRIATIONS.

[From Our Own Correspondent.]

Canton, 11th August.

At a meeting held yesterday at the Ol Yuk Charitable Institution the Committee of the Flood Relief Funds agreed to the appropriation of a sum of twenty-five thousand taels from the reserve funds towards the funds for the extension of cheap rice distribution in Canton. The Taotai for the Development of Native Industries, Chau Mong Tsang, has also been approached by the committees of the charitable institutions to grant a further sum of 5,000 taels from the Government treasury in aid of the relief measures for the benefit of the people.

PIGEONS AS BIG AS TURKEYS.

UNDEVELOPED DUTCH NEW GUINEA.

"There are pigeons there as large as turkeys. That's one thing you can get, fine pigeons shooting—even if you're a bad shot!"

Mr. G. Shortridge, the member of the British Museum's zoological expedition in Dutch New Guinea, who is now in Sydney, added a little to what he had already told *The Daily Telegraph*. "Of course," he said, "they don't fly like ordinary pigeons—more like a hen. We had great sport with them. And there are tree-climbing kangaroos, like those you have in North Queensland, and butts as big across." Mr. Shortridge added that there were also mosquitoes—he did not say how large.

"The Dutch haven't touched the country," said he. "There are not many roads in British New Guinea, but in Dutch New Guinea there are none. I haven't been to the Dutch settlements, at Fac Fac and Meraleu, but they are only villages, with a few soldiers, but they show the territory is Dutch. Nearly all the country we have seen so far is under water, or at least marshy. If you leave one river you strike another. There are sago palms, and wild rubber, and all sorts of tropical plants.

But to develop the country you would want a thick population, like there is in Java. In Dutch New Guinea the population is thin, and the natives are lazy. They live on sago and fish and hunting. The women hunt as well as the men. The women do pretty well all the work. I think the men are the laziest men I ever saw. They don't do anything at all. When we came up they would sit in front of their huts and stare at us all day long."

"Our carriers are Moluccans. We have a good many, because we had to carry everything with us, all our food as well as the rest of our outfit. Now and then we'd shoot a pigeon or a wallaby, but you can't depend on hunting. The natives are not good as carriers. They are all right when you first strike a village, but as soon as the novelty has worn off, they won't do anything.

We paid them in colored cloth and axe-heads. When a native gets an axe-head he thinks his fortune's made, because they have to hollow out their lo, canoes, with sharpened stones. And we brought a lot of colored vests. They were great on them, but a vest wouldn't be worth quite as much as an axe-head. The carriers break up, easily out of their own country; they get sore foot, and all sorts of things.

But though they are so lazy, the tribes we came across have been peaceful enough. I believe the Dutch have had some trouble at Meraleu. But the tribes have different languages and don't mix with one another much, so some may be warlike and others peaceful.

"The sea work or on exportation won't begin until we get to our final base or operations, up at the foot of the Snow Mountains. We have got 40 miles up the river now. Then we shall strike across more of the flat marshy country for another 50 miles or so en route. That won't bring us near British territory; these mountains are in about the middle

TAPPING AND SPACING.

EXTRAORDINARY YIELD BY SINGAPORE TREE.

In the last issue of the Agricultural Bulletin (Straits) Mr. H. N. Ridley gives a great deal of valuable information about rubber trees. Full comprehension of the article is impossible without the statistical tables accompanying, but the extracts below give a general outline of his remarks:—

Throughout the East all plantation rubber is obtained by some method of excising the bark whereas in Brazil the process is one of incision. This latter method has been fully tried in this garden and discontinued for the reason of slow bark recovery of the incised wounds, combined with the poor return of latex—although in Brazil it is claimed that the amount of rubber is higher per tree. This is very doubtful and probably refers to the average of old trees compared with young trees in the East. From one of the oldest and largest trees in the Singapore Garden 1,452 lbs. of latex were obtained in three periods of tapping during 1909 resulting in 26 lbs. of rubber. This tree was actually excised on 80 days only for one year.

The double herring bone method (of tapping) something like 4 or 5 pairs of full V's has proved too expensive in bark excision and the single herring bone method—a vertical channel with 4 or 5 half V's, or oblique excisions at an angle of 45° about a' apart—is now adopted. This we think the most practical method, both as regards yield of latex or economy of bark and provided the excising of bark is carefully done, i.e., the excisions are uniform and not too deep, improvement would appear to lie in the direction in which the latex is collected rather than by the method of tapping. To retard the rapid coagulation of latex on a practical basis is a problem which does not admit of an easy solution.

YOUNG AND OLD TREES.

Para rubber is a crop which, if the plantations in the East are carefully tended, might be continued for 60 years. The life of a tree or estate may be lengthened, or shortened by the treatment accorded, but the real test of successful cultivation in view of prospective crops depends entirely on the annual increment of growth of the tree—it is an indisputable fact that the ratio of yield increases with the size of a tree, both in respect of dry weight of rubber and better latex producing rubber. The difference in the quantity of latex between young and old trees of nearly the same aggregate girth is not very large, although variable; it is evident, however, that the ratio of caoutchouc to the volume of latex between young and old trees is considerably higher in old trees thus:—

No. of Trees	Total Girth.	Dry Rubber
Young Trees	32"	3,511
130	37"	2,433
100	37"	3,981
Old Trees	50"	3,113
	50"	75

In previous reports we have called attention to the necessity of wide planting as the most important factor in the annual increment of growth of rubber trees. Such judgement, we consider, should not be less, for the average of an estate, than two inches per annum between the third and thirtieth years.

The increment of growth of para trees is variable according to situation, soil, humidity; but the ratio of increment also varies according to the age of the tree.

We would estimate the ratio of growth where the general conditions are as follows:—

From 5 to 15 years	2 to 4 inches per annum.
15 to 20	2 to 3 "
20 to 30	1 to 2 "

The normal increment of growth, however, may be modified in any particular year through prolific seeding. It has been ascertained with oaks and beeches in temperate countries that the annual concentric ring of new wood may be reduced as much as 50 per cent, as a result of heavy seeding.

CHECKING THE GROWTH.

There is a far more important cause which checks the normal growth of Para trees when overcrowded. With trees in general there is usually some excess of food assimilated which gradually accumulates until exhausted or disposed of by a heavy crop of seeds; but in rubber trees regularly tapped, the plant food formed by the tree has not only to provide the formative substance of a seed crop—as well, as find nutriment for the cambium zone, but it has also to furnish material for new cell walls which are regularly formed as tapping proceeds. To meet this extra demand well developed trees with abundance of leaves—really manufacturing organs—are necessary, but as a consequence of overcrowding and the resulting struggle for existence a small crop of leaves manages to reach the light and such diminished organs are incapable of elaborating the necessary food.

A Para tree always contains a minimum supply of latex and the loss sustained by tapping is compensated for by an increased intake, and storage of water which gradually affects the colour and volume of latex exuded and although there is shrinkage or loss of weight in proportion to volume such loss is more than compensated for in the increased volume of latex. We would add that, in our opinion, coloured rubber is the strongest.

DANGER OF CLOSE PLANTING.

The progress or condition of an estate should not be considered from the view of yield of latex, as this may be good as long as the bark lasts and quick bark renewal can only be effected when the increment of growth is satisfactory. Overcrowded trees are the first to suffer. The cambium zone is starved and instead of an increment of growth of some inches, the annual concentric ring is scarcely perceptible and bark renewal can only be effected when the increment of growth is satisfactory. Overcrowded trees are

planted trees are now 24 years old planted on a triangular piece of ground measuring 1/4 Rd., 34 Pl. and contains 322 trees. There is an outside row of 38 trees which were planted a little earlier and are somewhat better spaced and have a much larger supply of light, air, and root room. The increment of growth for the past 6 years is as follows:—

38 outside trees increment for 6 years—8½ inches or ½ inches per annum, 284 inside trees increment for 6 years—4½ inches or ½ inch per annum.

In other parts of the garden where the spacing of trees has been better the increment of growth amounts to 13½ inches for 6 years or 2½ inches per annum.

Trees at 20 years old should be 30 feet apart. Estates therefore intended to last for a full period of life, say 60 years, should be spaced well apart or they will not continue to yield fully for the whole time. A hundred and fifty large trees planted far apart and allowed to attain their full development are actually more valuable than five hundred smaller crowded trees of the same age, though these have a larger tapping area of bark. It may be noted, too, that not only would they actually produce a large and better quality of caoutchouc but they would also be cheaper to tap.

SCOTT ANTARCTIC EXPEDITION.

GEOLOGIST ARRIVES IN MELBOURNE.

Mr. T. G. Taylor, B.A., D.Sc., who is to accompany Captain Scott's expedition to the Antarctic as geologist, has arrived in Melbourne. Mr. Taylor received the greater part of his education in Sydney, where he arrived when only a child. He studied geology and other subjects at the Sydney University, under Professor David, and then proceeded to Cambridge. His career at the English University was an eminently successful one, and, as a result of his researches into the glacial geology of the Swiss Alps, the University authorities recommended that he should accompany Captain Scott's expedition to study the glacial conditions in the Antarctic.

In the course of a brief interview to-day, Mr. Taylor said his investigations in Europe in the Alps showed that there was little doubt that many thousands of years ago, perhaps 20,000, the same conditions prevailed in Europe as now obtain in the Antarctic. All the huge passes, rivers, and gorges in Switzerland, and the soils of Central Europe bore evidence of having passed through the ice age. The subject was at present occupying a great deal of attention in scientific circles in Europe, and he was going with the expedition to prosecute his investigations, and to discover how the geological features of Europe and Antarctica compared.

Almost simultaneously with his acceptance of the position as a member of the expedition, Mr. Taylor was appointed a member of the scientific staff of the Commonwealth Meteorological Department, and he entered upon his duties shortly after his arrival. The department has granted him eighteen months' leave of absence while away with the expedition and Mr. Taylor will, if possible, also give some attention to the meteorology of Antarctica.

The Terra Nova left Cardiff for Australia last in June, and will stay in Sydney and Melbourne for a few weeks during September and October next. She will then sail for Lyttelton, and the journey south is expected to be commenced about November.

DEATH SENTENCE.

PASSED ON THREE WOMEN.

The trial was concluded in the Criminal Court in Melbourne recently of Elizabeth Dowsey, Clara Pennington, and Minnie Long, on a charge of having, at North Melbourne on May 7 last, murdered Isabella Nelson McOllum by means of an illegal operation. Each of the accused was found guilty, Pennington being recommended to mercy, asked if they had anything to say why sentence should not be passed upon them, each of the prisoners said that she had nothing to do with any illegal operation.

Mr. Justice Hood said he thoroughly agreed with the verdict. The only conclusion he drew was that they had been carrying on this abominable transaction for some time. He sentenced each of the accused to death.

When sentence was pronounced several women in court rushed into the lobbies in tears.

One of the condemned women, Elizabeth Cowsey, has previously stood her trial on a similar charge before the Criminal Court, and on one occasion was actually convicted and sentenced to suffer the extreme penalty of the law. She escaped, however, on a legal point, which, being referred to the State Full Court, was decided in her favour. She was placed on trial again, and was acquitted by the jury.

The evidence called by the Crown on the last trial for murder showed that a girl, McCallum, had been in correspondence with the woman Long, or to give her the name under which she practised as a herbalist—Yee Lee. Coming from Geelong to Melbourne, the girl had an interview with Long at Collingwood, and was then taken by the woman Pennington, according to the Crown evidence, to the house of Dowsey, at North Melbourne.

After sentence of death was passed, Dowsey appeared to have scarcely strength to descend the steps from the dock to the floor of the court, and she was received and supported by the wardens to the door, Pennington followed, composed to all appearance; but Long seemed to be hysterical, and sobbed loudly until she was led away.

The Governments of New South Wales and Victoria have represented to the Prime Minister that the police may not be able to collect census paper in April.

To test the feeling of Parliament on the proposed visit of the British Association to Australia in 1913, £1,000 will be placed on the estimates for the next financial year.

COMMERCIAL.

August 12th, 1 p.m.
The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:—

Allagars	5/9
Anglo-Java	12½
Anglo-Malaya	20/3
Balgowrie	14
Batu Tiga	7½
Bertams	7½
Bukit Kajang (ppd.)	6/3
Bukit Rajah	—
Carry United	23/9 prem.
Castlefields	12½
Changkat Serdangs	5½
Cheras (part paid)	2½
Do. (fully paid)	5½
Domanasars	16/6
Eastern Internationals	25 prem.
Fed. Selangors	—
Glencaleys	52/50
Glenelbys	—
Golcondas	10/
Golden Hopes	—
Highlands and Lowlands	12½
Indragiris	5½
Ioch Keonaths	—
Jequies	—
Jonglandors	7 prem.
Kamuning	—
Kuala Lumpur	19/6
Lacaudrons (fully paid)	—
Lacaudrons (ppd.)	—
Labus	—
Ledbury	80/
Linggils	57/
London Asiatiles	13/3
London Ventures	6/
Merlimau	7/6
Pajams	5½
Pegohs	5½
Rubber Trusts	37/6 prem.
Saggars	27/0
Sandycrofts	5/0
Sapongs	—
Seafields	—
Sekongs	30/ prem.
Shelfords	7/6
Singapore & Johores	51/4
Sumatra Paras	15/
Surgei Chol	10/
Sungei Kapus	15/9
Tandjongs	—
Tangkabs	37/6
Tenarang	2/ prem.
Ulu Rantu	—
United Serdangs	12½
United Singapore	51/75
United Sumatras	11/6
United Langkatis	80/
Para Rubber	8/0 per lb.

Tanigkabs having called up 5/ per share are now quoted fully paid.

JULY RUBBER RETURNS.

Agents F. W. Barker & Co.

Sandycroft:—0,341 lbs; against 5,782 lbs; total for six months 39,250 lbs; against 24,592 lbs.

Penawang:—6,250 lbs; against 837 lbs; total for six months 31,026 lbs; against 6,174 lbs.

Singapore and Johore:—11,801 lbs; against 4,000 lbs; total for seven months 6,746 lbs; against 16,774 lbs.

Kleiberg:—25½ lbs.

Metion:—1,083 lbs.

Alma:—850 lbs.

Batu Tiga:—8,462 lbs.

Sengat:—7,031 lbs.

Glencaley:—7,735 lbs.

Ratanul:—8,850 lbs.

Agents Derrick & Co.

Telok Anson:—680 lbs.

Agents Guthrie & Co.

Heawood:—1,100 lbs.

Agents Ewart & Co.

Ulu Pandan:—475 lbs, total two months 88/.

12th WEATHER.

On the 12th at 12 p.m. the barometer has fallen slightly over the Loochoor, and risen moderately to slightly over China and at the stations around the China Sea.

A depression, which appears to have developed over the Lower Yangtze valley, has moved into the Eastern Sea.

The depression, lying off the S.E. coast of Japan yesterday, is moving away over the Pacific.

Pressure is still high over the Pacific to the N.E. of Japan, and also over the S. part of the China Sea.

Moderate variable winds may be expected in the Formosa Channel, and fresh S. W. to S. winds along the S. coast of China.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to day, 24 inches.

FORECAST.

1.—Hongkong and Neighbourhood, S. W. and S. winds, fresh; locally thunder storm, moderate.

2.—South coast of China between Hongkong and Lamock, same as No. 1.

3.—South coast of China between Hongkong and Hainan, same as No. 1.

Events Coming:

Saturday, 13th August.

Gymkhana, Race Course, 3:30 p.m.

Monday, 15th August.

Crown Land Sale, at P. W. D. 3 p.m.

Statutory meeting, Toa Payoh Rubber Co. 5 p.m.

Tuesday, 16th August.

Hughes & Hough, Auction Sale of Sundry Goods, at Naval Yard, 10 a.m.

Wednesday, 17th August.

Hughes & Hough, Auction Sale of Sundry Goods, at Naval Yard, 10 a.m.

Thursday, 18th August.

Legislative Council meeting, 2:30 p.m.

Saturday, 20th August.

Hongkong Bank meeting, City Hall, at noon.

Aquatic Fete, Y.R.D. 9 p.m.

COMMERCIAL.

RUBBER SHARE MARKET.

Hongkong, 12th August.

The continued heavy fall in the price of the raw material, quoted at 8/9 per lb, last week, to 7/9 per lb. for Para and 6/9 for Plantation Rubber on 10th last, absolutely paralysed business in the share market and quotations dropped in sympathy. The further fall in prices was arrested yesterday when inquiries from London for sterling stocks sent quotations up several points from the lowest rates touched earlier in the week. The rise of Para rubber to 8/6 per lb. to-day further helped to stiffen sterling-quoted shares, and the market closes with a decidedly firmer tone.

Business during the week, however, was restricted to the low-priced stocks, several transactions having taken place at current quotations.

The downward slide of Singapore-dollar stocks continues unchecked and, generally speaking, they have reached a level so as to become temptingly profitable investments. The remark applies, of course, to the companies already producing rubber, but not to those that have only recently emerged from the embryonic stage.

Anglo-Malaya were sold as low as 23/6 during the early part but towards the close are higher with probable buyers at 25/6.

Alangkats after sales at 5½ in demand at the slightly improved rate of 5/6.

Malaysians (internationals) have suffered a severe decline from 26/6 prem., last week's closing rate, to 15/ prem., but at the close a sharp reaction has taken place bringing the price back to 25/ prem. at which they remain fairly steady.

Linggils changed hands at 55/6 during the week but can now be placed at 56/.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
Royal Mail Steamship Line.

"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hong Kong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver, B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 17 DAYS HONGKONG to VANCOUVER, SAVING 5 to 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.

"MONTEAGLE" TUESDAY, AUGUST 16TH
"EMPEROR OF CHINA" SATURDAY, AUGUST 27TH
"EMPEROR OF I. DIA" SATURDAY, SEPT. 17TH.

"EMPEROR OF JAPAN" SATURDAY, OCT. 8TH.
"MONTEAGLE" TUESDAY, NOV. 8TH.

"EMPEROR OF CHINA" SATURDAY, NOV. 5TH.

"Empress" Steamers will depart from Hongkong at 6 p.m. "Monteagle" 18th.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B., or Quebec with Atlantic Mail Steamer as shown above. The "Empress of British" and "Empress of Ireland" are magnificent vessels of 14,000 tons, Speed 10 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG to LONDON, 1st Class, via Canadian Atlantic Port or New York (including Mail and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).
£15.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (1st Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application from agents.

Through Passengers are allowed Stop over privilege at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG to LONDON, Intermediate on Steamers and 1st Class to Canadian and American Railways.

Via Canadian Atlantic Port £14.3s.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. CRAWDFOORD, General Traffic Agent,
Corre Pedder Street and Playa (opposite Blake Pier).

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INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

Steamship On
SHANGHAI v. SWATOW & NINGPO, ESANGI SATURDAY, 13th Aug. Noon.
TIENTSIN CHEONGSHING* TUESDAY, 16th Aug. Noon.
SHANGHAI KWONGSANGI* TUESDAY, 16th Aug. Noon.
SHANGHAI, KOBE & MOJI FOOKSANGI* TUESDAY, 16th Aug. Noon.
MANILA LOONGSANG* FRIDAY, 19th Aug. 4 P.M.
SINGAPORE, PENANG & CALCUTTA, KUTSANG* SATURDAY, 20th Aug. Noon.
MANILA YUNENSANG* FRIDAY, 26th Aug. 4 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 14 DAYS).

The steamers *Kutang*, *Nansang* and *Koongsang* leave about every 3 weeks for Shanghai and returning via Kobe (Island Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chafu, Tientsin & Newchwang.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LTD.,
General Managers,
Hongkong, 12th August, 1910.

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CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR STEAMERS TO SAIL
SAIGON HANGCHOW 13th Aug. Daylight.
CEBU ORIRI 13th " Noon.
SHANGHAI ASHUI 14th " Daylight.
ILIOLO & CEBU KAIFONG 15th " 4 P.M.
MANILA TEAN 16th " 4 P.M.
SWATOW, CHEFOO & TIENTSIN HUICHOW 17th " 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA, TAIYUAN 31st " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANLU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES—Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SURVEY STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SURVEY STEAMERS (*Anhui*, *Chao*, *Liwan*, *Chihua*)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 6 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIBB,
Telephone No. 36, Hongkong, 12th August, 1910.

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HONGKONG—MANILA.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship "Our" Captain: R. Rodgers, FO: MANILA
SAILING DATE: SATURDAY, 13th Aug. at Noon, SATURDAY, 20th Aug. at Noon

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS,
Hongkong, 6th August, 1910.

15

Shipping—Steamers.

OSAKA SHOSEN KAISHA.



REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY.

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"TACOMA MARU"..... Capt. H. Yamamoto	6,178	WED'DAY, 7th Sept. at Noon.

The Go's newly built steamers have fair speed. Superior accommodation for steerage passengers situated a MIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI via SWATOW and AMOY	JOSHIN MARU"..... Capt. H. Yamamoto	MONDAY, 15th Aug. at Noon.
ANPING via SWATOW and AMOY	SOSHU MARU"..... Captain H. Murayama	WEDNESDAY, 17th Aug. at 10 A.M.

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd Class Passengers to FOOCHEW during the two months of August & September, 1910.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Nissho Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class. 2nd Class. 3rd Class.

\$73.00 \$55.00 \$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class cabin AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 12th August, 1910.

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NIPPON YUSEN KAISHA.



(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.

STEAMERS. SAILING-DATES 1910
MARSHES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID

VICTORIA, B.C., & SEATTLE 8 SADO MARU, Capt. Horiuchi, Tons 7000
VICTORIA, B.C., & SEATTLE 8 TAMEI MARU, Capt. K. Sato, Tons 7000
v. KEELUNG, SHANGHAI, MOJI, KOBE YOKKAICHI, AWA MARU, Capt. S. Ishikawa, Tons 7000
SHIMIZU & YOKOHAMA, TOSA MARU, Capt. Y. Nomura, Tons 6000
SYDNEY AND MELBOURNE, KUMANO MARU, Capt. M. Wuckler, Tons 6000
ISLAND, TOWNVILLE, YAWAT MARU, Capt. T. Sakae, Tons 3000
BOMBAY, VIA SINGAPORE & COLOMBO, BINGO MARU, Capt. S. G. Parsons, Tons 7000
SHANGHAI, MOJI & KOBE 1 TOSA MARU, Capt. Y. Nomura, Tons 6000
NAGASAKI, KOBE and YOKOHAMA 1 YAWATA MARU, Capt. T. Sakae, Tons 5000
KOBÉ and YOKOHAMA 1 KITANO MARU, Capt. F. E. Cope, Tons 9000

TUESDAY, 16th Aug. at 4 P.M.
TUESDAY, 13th Sept., at 4 P.M.

TUESDAY, 2nd Sept., at Noon.

TUESDAY, 30th Sept., at Noon.

TUESDAY, 23rd Aug.

Aug., at Noon.

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SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kadourie & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES	VALUE	PAID UP	DIVISION AS PER LAST REPORT		LAST DIVIDEND	APPROXIMATE RETURN AT 10% ON CAPITAL AND DIVIDEND	CLOSING QUOTATIONS.	
				RESERVE	AT WORKING-ACCOUNT				
BANKS.									
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000	\$25,000,000	\$2,028,968	5% for half year ending 31.12.09 @ 6% 1/9=\$15.11	\$15.50 \$15.11/-	
National Bank of China, Limited	90,025	7	6	\$4,000	\$3,000,000	\$20,552	8s (London) 1/6 for 1903	... \$76 buyers	
MARINE INSURANCES.									
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000	\$354,183	none	8s for 1908	6% \$170 sellers	
North China Insurance Company, Limited	10,000	15	15	Tls. 22,100	Tls. 35,153	Tls. 207,573	Final of 7/6 making 15/- for 1908	5% Tls. 115 buyers	
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	Tls. 10,150	Tls. 10,150	\$287,084	Final of \$10 per share, making 10/- all \$10 per share for 1908 and an interim dividend of \$10 per share for 1909	6% \$845 sellers	
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000	\$194,105	\$7,7617	8s for year ending 31.12.08 and interim of \$3 on account of 1909	7% \$200 sellers	
PIPE LINES.									
China Fire Insurance Company	20,000	\$100	\$22	\$1,000,000	\$150,163	\$4,18,400	50 and bonus 5s for 1908	7% \$110 sellers	
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000	\$46,000	\$4,60,118	8s for 1908	8% \$30 sellers	
SHIPPING.									
China and Manilla Steamship Company, Limited	30,000	\$25	\$25	\$7,743	\$10,000	Dr. \$3,777	8s for 1906	... \$7 sellers	
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$230,000	\$250,000	nil	8s for year ending 30.6.1908	... \$9 sellers	
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$617,500	\$103,545	\$29,346	Final of \$12 for account 1910	8% \$31.5 sales	
India-China Steam Navigation Co., Ltd. (Deferred)	60,000	25	25	\$19,100	\$138,100	Dr. \$17,82	6/- for 1907 on Preference shares only @ 1/2 ex 1/9 1/10=\$3.154	... \$62 sellers	
"Shell" Transport and Trading Company, Limited	2,000,000	1/2	1/2	\$720,000	\$100,000	119,994	3rd in. of 2/- per share (comp. No. 12) making 1/- in all for 1908 & interim of 1/- for ac. '09	5% 91/- buyers	
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$27,850	\$28,083	\$1,159	A dividend of 7 1/2% for year ending 30.4.1910	5% \$24 sellers	
REFINERIES.									
China Sugar Refining Company, Limited	10,000	\$100	\$100	\$210,000	\$210,000	Dr. \$8,090	8s per share for 1909	6% \$167	
Lucon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Tls. 100,000	Dr. \$8,598	8s for 1907	... \$26 sellers	
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 100,000	Dr. \$8,598	8s for year ending 31.3.09	... Tls. 800 sellers	
MINING.									
Chinese Engineering and Mining Company, Ltd.	1,000,000	25	25	\$215,000	\$84,859	Dr. \$4,435	Final of 1/6 making 3/- for 1909	9% Tls. 16	
Headwaters Mining Company	60,000	Ps. 10	Ps. 10	none	none	Dr. \$4,435	First year	Ps. 10	
Rauh Australian Gold Mining Company, Limited	150,000	41	18/10	\$4,173	none	none	8s per share 1/16 div. 1/11	5% \$71	
Oriental Consolidated Mining Co., Ltd.	50,000	25	25	none	none	none	Final of Gold 30.65 for 1909 in all G \$1.15	41/-	
DOCKS, WHARFS & GODOWNS.	300,000	G. \$10	G. \$10	none	none	Dr. \$8,460	8s for year ending 31.12.08	... \$91 sellers	
Fawcett (Geo.) & Co., Limited	18,000	\$25	\$25	\$25,375	none	Dr. \$8,460	8s for 1909	... \$54 sellers	
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$550,000	\$219,993	\$64,847	8s for 1909	48% \$54 sellers	
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$388,443	\$221,000	\$12,276	Interim of 5s for account 1909	... \$50	
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	\$1,000,000	Tls. 6,251	Tls. 6,251	Final of Tls. 5/- making Tls. 6/- in all for 1909	64% Tls. 76	
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 50	Tls. 50	Tls. 6,922	Tls. 6,922	Tls. 6,922	Final of Tls. 4 making Tls. 7 for 1909	7% Tls. 116	
LANDS, HOTELS & BUILDINGS.									
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 25,000	Tls. 4,314	Tls. 6 for year ending 29.2.09	54% Tls. 101 sellers	... \$16 buyers	
Central Stores, Limited	50,123	\$15	\$15	\$1,000	\$14,041	\$1.20 on old and 60 cents on first new issue	8% \$16 buyers	... \$16 buyers	
Hongkong Hotel Company, Limited	8,000	\$50	\$50	\$1,000	\$1,277	\$1.20 on old shares and 1.30 on new shares	2% \$104 1/2 sellers	... \$104 1/2 sellers	
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$250,000	\$27,198	8s for half year ending 31.12.09	7% \$88 1/2 sellers	... \$88 1/2 sellers	
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$250,000	\$5,471	Final of \$1.1 making 8/- for year end. 1/1.09	6% \$88 sellers & 8 1/2 s.	... \$88 buyers	
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	\$250,000	\$1,629	5s for 1909	8s for 1909	8s buyers	
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,525,045	Tls. 63,069	Interim of Tls. 2 for 1910	61% Tls. 112 sellers	... \$39 sellers	
West Point Building Company, Limited	12,500	\$50	\$50	Tls. 30,000	\$1,058	Final of \$1.83 making in all 3.80 per share for 1909	81% \$39 sellers	... \$39 sellers	
COTTON MILLS.									
Two Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	Tls. 20,000	Tls. 10,998	Tls. 11 for year ending 31.12.09	84% Tls. 110	... \$5 sales	
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$10,000	\$9,153	50 cents for year ending 31.12.08	8% Tls. 57 1/2 sellers	... Tls. 57 1/2	
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	none	Tls. 175,000	Tls. 6,178	Tls. 76 for year ending 30.9.09	48% Tls. 68 1/2 sellers	... Tls. 240
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 11,173	Tls. 4,839	Tls. 6 for 1909	7% Tls. 68 1/2	... Tls. 240	
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 50	Tls. 50	Tls. 11,173	Tls. 31,173	Tls. 25 for 1909	10% Tls. 240	... Tls. 240	
MISCELLANEOUS.									
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,500	\$1,648	15% per share for 1909	... \$10 buyers	... \$10 sellers	
China-Borneo Company, Limited	60,000	\$12	\$12	\$240,000	Nil	60 cents for 1909	6% \$9 sellers	... \$9 sellers	
China Light and Power Company, Limited	50,000	55	55	none	\$16,158	10 cents for year ended 28.2.06	... \$40 sellers	... \$40 sellers	
Do. Do. Special shares	50,000	51	51	none	2,662	80 cents for 1909	9% \$80 buyers	... \$80 buyers	
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$1	\$1,000	\$1,000	\$1.20 for year ending 31.7.09	64% \$19 buyers	... \$19 buyers	
Dairy Farm Company, Limited	40,000	57	56	\$1,000	\$1,000	Final of 40 cents making in all 75 cents per share for 1909	10% \$64 sellers	... \$64 sellers	
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,000	\$4,590	14 per cent. viz. \$1.40 for 1909	13% \$24 sellers	... \$24 sellers	
H. Price & Company, Limited	12,000	\$10	\$10	\$1,000	\$670	A dividend of \$1.20 per share and a bonus of 10 cents	6% \$20 buyers	... \$20 buyers	
Hongkong Electric Company, Limited	60,000	\$10	\$1	none	\$11,198	Final of \$8 for 1909	6% \$235 buyers	... \$235 buyers	
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$1,000	\$7,616	Final of \$1 making \$1 for 1909	6% \$20 sellers	... \$20 sellers	
Hongkong-Kowloon Manufacturing Company, Ltd.	60,000	\$10	\$10	\$1,000	\$9,176	2nd interim dividend of Tls. 12 1/2 for 1910	5% Tls. 1,393 1/2	... Tls. 1,393 1/2	
Mitsubishi (of Mijo, Bosch- en Landbouw) (plaintiffs) in Langkat, Limited	25,000	G. 100	G. 100	\$1,000	\$1,000	80 cents on fully paid share; and 8 cents on \$1 paid shares for year ending 30.4.10	51% \$16 sellers	... \$16 sellers	
Peak Tramways Company, Limited	25,000	\$10	\$1	none	\$3,014	None	51% \$16 sellers	... \$16 sellers	
Peak Tramways Company (new)	50,000	\$10	\$1	none	\$18,640	Final,			